

# SR 502 Interchange Project

## Open House #1 Summary Attachment B—Public Comments

October 21, 2003

1. Are there *natural* environmental issues (i.e., wetlands, fish, and wildlife) or *built* environmental issues (i.e., property, houses, businesses, buildings, social, and cultural) that you believe should be considered during the Environmental Assessment process?
  - My overriding concern is that provisions be included for off and on ramps for north and south traffic. Also the continuing of SR 502 west.
  - Yes. Please leave intact greenways that affect the birds and other wildlife of the area. Additionally the route that affects the least number of residences would be preferable.
  - E-2 does least damage to any of the above.
  - When (are) you guys going to widen out (the road from) Ridgefield to Longview?
  - Yes, Gee Creek and corresponding wetlands are affected from NE 209th Street to NE 219th Street. Several homes exist west of I-5 between NE 209th Street and NE 219th Street that will be significantly negatively impacted by any of options “A” through “D”.
  - The land is very wet north of NE 209th Street and the health of the pond is a concern. I’m also concerned about increased traffic on NE 209th Street. We have heron, hawks, deer, coyote, etc. on our land.
  - When are you going to widen out NE 239th Street and when will it be done?
  - Not familiar enough with location, it looks like there is a pond and a creek to consider, also very unusual to have a grove of large trees. Rest area is an oasis. I feel, to a reasonable extent, trees and rest area should be saved.
2. What other issues or concerns would you like WSDOT to consider during the Environmental Assessment and alternative design processes?
  - Efficient flow of traffic both east/west to Battle Ground and north/south access point that is efficient.
  - Existing wetlands between north and south lanes at 219th and extension could be “cheated” on a little to decrease infringement on RH III.

- My concern on the new interchange is that while it is much needed and will relieve traffic on NE 10th Avenue in front of my house, Option D would cut through the back of my property and leave me no access to the remaining property. Hopefully this option will not make the cut and my vote is against Option D. Thank you.
  - What other ways are there to make the traffic less jammed and slower.
  - Design a route that has least impact on all existing trees, wetlands, homes and other structures. Options E-1 and F are the best options in reducing issues to all of the items. Option E-2, to a lesser degree also achieves this.
  - Why not replace SR 502 with new road to Battle Ground from new interchange with I-5? Existing SR 503 already full of driveways.
  - How long will it take for I-5 I-205 to be done?
3. Is there anything in the project area that should be added to the maps?
- Not familiar enough with details of the terrain to comment.
  - No.
  - I think sound walls or earth berms to handle increased noise as traffic normally on NE 10th Avenue moves west.
  - This comment is in reference to a verbal comment made at the meeting. (Please refer our comment of NE 199th Street and NE 29th Avenue have a no stopping sign with the increased traffic trying to bypass this new highway potentially very violent accidents with speed ext.)
  - When are you going to put streetlights by Al and Ernie's (Foodliner)?
  - Ridgefield needs to, and could benefit from the interchange. With modifications to Option D they could. Southbound I-5 could exit onto NE 209th Street. The actual overpass over I-5 would be at NE 199th Street or NE 209th Street. A bridge there would tie both sides together. Also southbound I-5 exit does not need to loop way west of I-5.
  - Major concern would be to separate rest area on ramp from SR 502 traffic. Most designs have rest area on ramp going underneath SR 502, good idea. Perhaps there should be a one lane road from rest area to SR 502 for people who want to go to Battle Ground for services or to visit people. Out of towners may call from rest area but then can't get to Battle Ground much to their consternation.
4. Is there anything else you would like us to know?
- If it is too close to either I-5 access it wouldn't seem as effective a route directly from I-5 to Battle Ground.
  - I have significant concerns regarding options A through D. My concern is that, in the future, if Clark County modifies their 20-year plan to extend the freeway connection to the west, homes in Rolling Hills will have significant negative impact. Options E-1, E-2, and F all help to reduce future negative impact. I strongly support the E-1, E-2 and F options.

- I think plans that show 219th going north a bit after passing NE 10th Avenue make sense as they should have less environmental impact. The worst would be to run south and join in with NE 209th Street/Delfel.
- Regarding NE 23rd Court and NE 29th Avenue and NE 50th Avenue we have concerns about the turn lanes. It is extremely dark. With this added traffic would be increased accidents. It would be nice if there would be turn lanes to turn into private driveways.
- What other projects do you have in mind?
- There is no logic in moving the interchange north from NE 219th Street. The purpose of bridges and highways, as I see it, is to move people safely, conveniently, and timely, from one place to another. By tying in at NE 209th Street all the traffic currently using NE 179th Street would also benefit. Example—fair time, and concert traffic to and from the amphitheater.
- I understand somewhat related to this is widening and limiting access along SR 502 from Duluth to Battle Ground City limits. I think the state should look at continuing the Duluth bypass (Option E-1) east on a new alignment to SR 503 at NE 244th Street. People in north county or going there can bypass west Main Street in Battle Ground and all of its congestion. Perhaps it is cheaper to go across rural countryside (cheaper land, easier to control access) than to widen NE 219th Street, where lots of access already there plus everything along NE 219th Street thinks their land is worth commercial real estate prices. Please think about, do some planning for 15 plus years ahead instead of what is now or five years from now. SR 503 in Orchards is a good example of poor planning and not looking at the future. State gets an F there.

Please see additional attached comments and maps.